

F. AUERBACH & BRO.

New Spring Goods

Arriving for every one of our Numerous Departments, to be sold at POPULAR PRICES.

WINTER GOODS

Of every kind, and odds and ends of every class of goods AT LESS THAN COST.

WE NEVER CARRY OLD STOCK!

WHOLESALE AND RETAIL BUYERS

Will find our Spring Stock of Staple and Fancy Dry Goods, White Goods, Underwear, Laces, Hosiery, Notions, Ladies' Dolmans, Ulsters, House Furnishing Goods, Ladies' Misses' and Children's Shoes and Slippers in all Styles. Gent's and Boys' Clothing and Furnishing Goods. Boots and Shoes. Hats and Gloves. Carpets of every Kind and Style. Rugs in all Qualities, Sizes and New Designs. Linoleums, Oil Cloths and Mats.

MILLINERY,

In all its branches, at WHOLESALE ONLY. The Largest, Choicest and Best Bought Stock ever brought to this Territory.

We lead in Styles and Prices, and having Made Utah our permanent home, we intend to work hard to increase our sales by legitimate means only and thus maintain our well-earned reputation for fair dealing.

MAIL ORDERS filled promptly and honorable treatment guaranteed. Samples Sent on Application.

ESTABLISHED 1864.

F. AUERBACH & BRO.

CHEAPER THAN EVER.

We are now Opening a Choice Selection of

FALL & WINTER GOODS,

AND OFFER SPECIAL BARGAINS AT WHOLESALE AND RETAIL.

WE WILL NOT BE UNDERSOLD

HIGHEST PRICE PAID FOR ALL KINDS OF DRIED FRUITS.

AGENCY DEMOREST'S RELIABLE PATTERNS

BARNES & DAVIS,

Successors to DAY & CO.

HEESCH & ELLERBECK,

Plumbers, Gas and Steam Fitters

AGENTS FOR THE FAMOUS

TUERK MOTOR.

PLUMBING, WITH LATEST IMPROVEMENTS. Water Pipes Laid. Short notice required. Satisfaction guaranteed.

33 MAIN STREET, SALT LAKE CITY.

TELEGRAPHIC NEWS

Casualties.

Phoenixville, Pa., 1.—While four small boys of Lewis Rowland were playing in a sand tunnel, the top caved in, killing two and seriously injuring the others.

Halifax, 2.—The steamer Agriphire, from Montrose, Scotland, for New York, with potatoes, put in here short of coal. She had a most tempestuous voyage. The captain had an arm broken, the carpenter a leg broken, and the boatswain a shoulder dislocated. The second officer was washed overboard, but the returning wave landed him again on deck.

The captain and crew of the brigantine William, wrecked on Sable Island, have arrived here. The vessel got jammed in the ice and the provisions gave out, and the men then subsisted for twenty days on oats, which had been in the vessel's timbers two years. Water was obtained from pots in the ice.

Reading, Pa., 2.—The wall of the reservoir was blown over upon a shed upon which a number of persons sought shelter from the storm. George Shelthorne, Ross Shelthorne and John Cruze were killed; Mrs. Shelthorne probably fatally hurt; George Frill and Charles Shelthorne seriously injured.

Philadelphia, 2.—During a storm, this afternoon, the wind lifted the wooden covering of the stone steps leading to the chapel at Girard College, and buried it against a column of masonry marching east. Three boys were knocked insensible and one was dangerously injured.

Liverpool, 2.—The steamer Lake Winnipeg, from New York, lost fifty-five head of cattle on the voyage.

London, 2.—The Spanish steamer Yrurac Bat, Captain Ugarte, from Liverpool for Porto Rico, came in collision with the Royal Mail Company's steamer Douro, from Brazil, off the coast of Finisterre, Spain, on Saturday night. Both steamers were sunk. The steamer Hidalgo rescued seventeen persons from the Douro, and sixty-seven from the Yrurac Bat and landed them at Coruna. Thirty of the crew of the Yrurac Bat, including the captain and pilot, were drowned. Thirty-two of the Douro's passengers were saved. The number of drowned is unknown.

Burning of an Insane Asylum

Yankton, D. T., 2.—The territorial insane asylum burned this afternoon. It was a temporary wooden building, used while the brick building now nearly complete was being constructed. There were fifty-four patients in the asylum, and of these the following were burned to death: Oseum Iversen, of Yankton County; Peter Peterson, of Cass County; Iran Lynch, of Union County; Joseph Haverly, of Lawrence County. The property loss is about \$10,000, including the temporary building and its contents, comparatively nothing being saved, and the insurance was only \$500. The origin of the fire is a mystery. It was first seen in the raft, and spread with such rapidity that there was no time to save property at all. The patients killed were once removed from the building, but ran back into the flames after escaping from the custody of their keepers. The new asylum is not complete, but can be used, and the survivors have been moved into it. As all the bedding and furniture were destroyed the patients cannot be made very comfortable for a day or two. Citizens are contributing to their wants.

England and the Vatican.

New York, 1.—A cablegram from Rome says: There has been considerable comment on ecclesiastical and diplomatic circles in Rome owing to the recent presence in this city of Mr. Capa, who has been having long and repeated conferences with Cardinal Jacobini. I have reason to believe that Mr. Capa has been intrusted with the delicate task of taking up negotiations for the resumption of regular relations between the British government and the Vatican, at the point where they were left by the mysterious and incautious Mr. Erington. The latter gentleman's decision seems to have faded. I understand that Mr. Capa is endeavoring to obtain the papal consent to the appointment of a non-ecclesiastical, and win a non-Catholic representative of the Vatican in England. Should these negotiations with England prove successful, an attempt to induce the United States to resume relations with the Vatican will unquestionably be made. Mr. Capa has left Rome for Paris.

Irish-American Suspects

London, 2.—As to the Irish-American suspects, it is considered here that Mr. Lowell has already made every effort consistent with diplomatic usage, and it is a much more delicate subject than the Irish party in America can possibly know. Dublin Castle has been more exacting as to the evidence against suspects of American birth than in any other cases. Mr. Foster is the last man to make a finger to disturb the good relations between the United States and England. The testimony against Sweeney is so strong that if he be released nearly every other suspect must be released also. Sovereign states are usually careful to avoid questioning another's criminal jurisdiction in its territory. Whenever that policy is adopted influence is exercised privately that has been already done with great tact. Public diplomatic remonstrances are obviously meant to favor the Irish party in the United States, from whom come the sowers of the socialist campaign. They will do more harm than good, and perhaps will lead to diplomatic retaliation.

BRIEF TELEGRAMS.

England is again buying American railroad securities.

The powers are prepared for any emergency in Egypt.

English public feeling is hostile to the channel tunnel project.

Bradlaugh will be sent into bankruptcy, not being able to pay the Newdegate judgment against him.

Congressman Berry, of California, will not be a candidate for renomination, but will try and get the governorship of the state. He is using the Associated Press to champion his cause.

It is said the cabinet stands as follows on the Chinese bill: For approval, Howe, Lincoln and Kirkwood; for unconditional veto, Frelinghuysen; for approval if the twenty years' restriction is reduced to ten years, Brewster, Abbott, and unknown, Folger; on the fence, Hunt.

UTAH CENTRAL RAILWAY.

TIME TABLE NO. 1. TO TAKE EFFECT JULY 20th, 1881.

Table with columns for GOING SOUTH, STATIONS, and GOING NORTH. Includes times and distances for various routes.

Nos. 1, 2, 3 and 4, Passenger Trains, will be Run Daily. Nos. 5, 6, 7 and 8, Freight Trains, will be Run Daily, Six days Excepted.

FRANCIS COPE, Gen'l Frt and Pass. Agt. JAMES SILARY, Asst. Gen'l Supt. JOHN SHARP, Gen'l Superintendent.

Utah & Nevada Railway

On and after WEDNESDAY, OCT. 26, 1881, The Utah and Nevada Railway Company will run Trains daily (Sundays excepted), as follows:

Table showing train schedules for Utah & Nevada Railway, including departure and arrival times for various stations.

W. W. RITER, Supt.

UNION PACIFIC RAILWAY

Utah & Northern Branch.

On and after Nov. 1, 1881.

Table showing train schedules for Union Pacific Railway, including Northward and Southward routes.

A Freight Train leaves Ogden daily for Melrose at 9.50 a.m., giving daylight ride through Cache Valley, and regular freight train arrives daily at Ogden's 4.30 p.m. from Melrose.

GEO. W. THATCHER, Supt.

CANES!

The Finest Assortment OF WALKING CANES

In the City, just arrived at ED. HARRIS'

"Little Church 'Round the Corner," CIGAR STORE.

No. 12, First North Street.

MIDGLEY & EVANS,

PLUMBERS AND GASFITTERS,

1220 SECOND SOUTH ST.

BATHS, WATER CLOSETS, Etc., Etc., Fitted up in the most approved manner.

WATER SERVICE Laid from the City Mains upon Short Notice.

Examine our 3-PLY HYDRANT PRESSURE HOSE AND HOSE REEL

Before purchasing elsewhere. The most Perfect Reel in the Market.

Rids to Contracts given. All work done in a first-class manner and as satisfaction guaranteed.

PRICES REASONABLE. Jobbing promptly attended to. Order by Telephone.

THE MAN

WHO IS UNAQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE



CHICAGO, ROCK ISLAND & PACIFIC RY

Is The Great Connecting Link between the East and the West!

Its main line runs from Chicago to Council Bluffs, passing through Joliet, Ottawa, La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brookings, Grinnell, Des Moines (the capital of Iowa), Stuart, Atlantic, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cambridge, Leavenworth, Atchison, and Kansas City. Through Express Passenger Trains, with Pullman Palace Cars attached, are run daily between Chicago and Council Bluffs, and between Chicago and St. Louis, Leavenworth, and Atchison. Through cars are also run between Milwaukee and Kansas City, via the "Milwaukee and Rock Island Short Line."

The "Great Rock Island" is magnificently equipped. Its road bed is simply perfect, and its track is laid with steel rails.

What will please you most will be the pleasure of enjoying your meals, while passing over the beautiful prairies of Illinois and Iowa, in one of our magnificent Dining Cars, which accompany all Through Express Trains. You get an entire meal, as good as is served in any first-class hotel, for seventy-five cents.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes (and the immense passenger business of this line warranting it), we are pleased to announce that this Company runs Pullman Palace COUNCIL BLUFFS, KANSAS CITY, ATCHISON, and LEAVENWORTH.

Tickets via this Line, known as the "Great Rock Island Route," are sold by all Ticket Agents in the United States and Canada. For information not obtainable at your home office, address, R. R. CABLE, Vice President and General Manager, CHICAGO, ILL.

Furniture Store.

P. W. MADSEN.

No. 40 MAIN STREET.

A FULL STOCK OF ALL GRADES OF FURNITURE

Constantly on hand, UPHOLSTERING IN ALL ITS BRANCHES!

I Sell Cheaper than anyone in the City. CALL AND SEE. Ask for what you do not see. I cannot show one-fifth of my stock.

P. W. MADSEN.

TUFTS & NYSTROM.

No. 57 and 59 EAST TEMPLE STREET

A Complete Stock of SUPERIOR LIQUORS AND WINES Kept on hand.

TOM AND JERRY'S

And other Warm and Seasonable Beverages, with every variety of Cigars. HOT AND COLD LUNCH

All Orders for Liquor and Cigars receive the most Prompt Attention. Telephone Orders Received. TUFTS & NYSTROM.